



Porsche Club

T a s m a n i a



FLAT CHAT

JULY 2018



Photo: Autobild/Porsche

Let the games begin!

Issue No. 62/2018



Quarterly Newsletter of the Porsche Club of Tasmania

A CAMS Affiliated Club

Honorary Life Member – Klaus Bischof

Club Honours - John Pooley (2016) Rob Sheers (2016)

Life Member - Leon Joubert (2013)

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Opinions expressed in this Newsletter do not necessarily represent the opinions of the Editor, Chairman and Committee members of the Porsche Club of Tasmania, or Dr.Ing.h.c.f.Porsche AG or any of its authorised representatives



Porsche Club
Tasmania



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Meeting Venues:

Hobart: At 7.00 pm (Committee) and 8.00 pm (Members) on the 3rd Tuesday of every month at the Civic Club, 134 Davey Street, Hobart.

Launceston: At 9.00 am on the 3rd Sunday of every month at the Blue Cafe, Invermay Road, Inveresk.

JULY EDITORIAL

This issue of Flat Chat is probably our biggest ever and a fine tribute to the excellent support that we are getting from PCT members to participate in club events and our club newsletter.

My sincere thanks to all our contributors, and special thanks to those contributors whose material we have had to hold over until our next issue.

If there is anything that we can still do better, it is for you to express your opinions about Porsche, our club, our events and our communications through letters in Flat Chat.

It may be some months before comments can be read by all club members in Flat Chat (though there are always our Facebook and website options) but that should not discourage anyone from proposing good ideas, asking valid questions, or simply expressing a personal opinion.

Since it is unlikely that all of us will be able to get together at any one time, Flat Chat remains our best option to communicate with all of our fellow club members at once.

It is also opportune to extend congratulations to our sporting members who have had an excellent past quarter, with top place finishes in Targa Tasmania and even better results in the CAMS Interclub Challenge. The details are in this issue.

Porsche has now parked (but not quite forgotten) its 919 LMP1 Hybrid and instead shifted focus to the more road car related WEC GTE racing programme which forms the basis of our cover story.

Porsches' GTE victory at the 86th Le Mans 24-Hours race is about as good as one can ask for, while we also have some updates on their retired 919 LMP1 cars.

We are also celebrating the 70th anniversary of the founding of the Porsche car company this year and this issue of Flat Chat includes an in-depth article on the origins of the most iconic Porsche of all, the much revered 911.

As usual, we are also fortunate to have quality contributions on technical matters, member's travelling experiences in their Porsches, some interesting historic reflections and recent news snippets. Thanks again to all who have provided the diverse and very interesting material.

I hope you enjoy reading it as much as I have while compiling the issue.

This is also the last issue prior to our 2018 Annual General Meeting and hence it includes important comments from our Club President and Vice-President/Secretary, as well as documentation that pertain to the AGM.

I urge you to read the latter with the care and, if at all possible, attend the Annual General Meeting for the social camaraderie and opportunity to participate with, and even join in the management of your club.

Leon Joubert

Editor

joubertaus@gmail.com

PRESIDENT'S RAMBLINGS

Dear Members and Friends of Porsche,

I was just 5 years old when Porsche built and launched their first sports car and I was already interested in automobiles and could recognise many of the cars on the roads in post war Britain.

Encouraged by my father , my passion grew and has never stopped growing.

This year we are celebrating 70 years of the world's greatest sports car maker.

Porsche dates back well before the 356 first hit the roads in 1948 but this was the first sports car to bear the families' name. Born from Volkswagen's 'people's car,' the 356 is the first chapter in the Porsche story and it is still as relevant today as it was back then. Just drive one! The Porsche story over those 70 years is without question , one of the most colourful and successful automotive stories of all time!

The 911 today still has a rear engine , curvy aerodynamic contours with two doors that close with a solid feel, a boot in the front , and the same care and build quality as a 356.

It has a race heritage at Le Mans 24 hour since 1951 and won its class again , just last month, clocking up more than 35,000 recorded race victories . That does not even include our own Club's success in the CAMS Club Challenge held in May at Baskerville by six members of our Club winning the Challenge beating all comers and taking first prize on the day.

A BIG congratulations to them. Their report is in this edition of Flat Chat.

That is why we will be celebrating our wonderful sports car and 70 years of its amazing history to date. We will be holding several events to celebrate during the year, watch the Event Calendar to make sure you do not miss out.

The next chapters are already being written in the Porsche history, which includes hybrid and electric cars and continued research and development on the race track in Formula E and sports car racing as the factory still continues developing the 911 to new heights.

Let's celebrate!

John Pooley
President
Porsche Club of Tasmania





Porsche Club
Tasmania



Events Calendar 2018

July: Sunday 1st – Coffee Run – Sandy Bay Beach
 Sunday 8th – CMI Hillclimb - Baskerville
 Sunday 15th – Northern Group. Blue Café, Inveresk
 Tuesday 17th – Committee Meeting. Civic Club
 Saturday 21 – HRCCT Motorsport Reunion
 Sunday 22nd – Drive and Lunch (Hobart) – Venue: TBA

August: Sunday 5th – Coffee Run – Sandy Bay Beach
 Sunday 19th – Northern Group. Blue Café. Inveresk
 Tuesday 21st – Committee Meeting. Civic Club
 Saturday 18th – Lufra Hillclimb
 Sunday 26th – Economy Run & AGM – Bark Mill, Swansea

September: Sunday 2nd – Coffee Run – Sandy Bay Beach
 Sunday 16th – Northern Group. Blue Café, Inveresk
 - Convicts to Classics Car & Bike Show – Woolmers Estate, Longford
 Tuesday 18th – Committee Meeting. Civic Club
 Saturday 29th – AFL Grand Final Day

October: Sunday 4th – Coffee Run – Sandy Bay Beach
 Thur-Sun 4th - 7th – Bathurst 1000
 Friday 19th – President's Dinner – Venue TBA
 Sunday 21st – Northern Group. Blue Café, Inveresk
 Tuesday 16th – Committee Meeting. Civic Club

November: Sunday 4th – Coffee Run – Sandy Bay Beach
 Tuesday 6th – Special Committee Meeting (Hillclimb) Venue: TBA
 Sunday 11th – PCT Hillclimb – Baskerville (Tasmanian Hillclimb Series)
 Friday 16th – Sunday 18th – PCH Effervescence – Venue TBA
 Sunday 18th – Northern Group. Blue Café, Inveresk
 Tuesday 20th – Committee Meeting. Civic Club

December: Sunday 2nd – Coffee Run – Sandy Bay Beach
 Saturday 8th – Christmas Dinner. Venue: TBA
 Tuesday 18th – Final Committee Meeting – Venue: TBA
 Tuesday 25th – Christmas Day
 Wednesday 26th – Boxing Day
 Monday 31st – New Years Eve

Compiled by Todd Kovacic : Events Director

THE INSIDE LINE

This column provides members with an insight as to some of the internal issues dealt with by your Committee, over the past 3 months.

Committee Changes: Our long serving Committee Member and Treasurer, Keith Ridgers has finally announced his anticipated resignation. Keith and his wife are soon off on an extended trip around Australia, in their Caravan & towing Rig. The Committee, on behalf of all PCT Members, extends a huge & very grateful thanks to Keith, for his major contribution to the Club, over many years. We wish them both all the best with their travels and look forward to their safe return.

An article on Keith's background and contribution to the Club, appears separately in this edition of Flat Chat.

Club Donation: At our May Meeting, the Committee approved a donation of \$350 to the Cancer Council. This represented half of the net profit accounted for, following our November Hill Climb at Baskerville Raceway.

Club Membership: we now have 90 plus members, which includes Family Membership (covering all participating members of a given family). As reported in the last edition of Flat Chat, a Sub-Committee is addressing a revised membership structure, which is to be compatible with all other Australian Porsche Clubs, as well as meet the requirements of CAMS (for Insurance purposes).

This has proven to be a complex task, particularly addressing the insurance and legalities involved. In the short term we intend to present a "Membership Information" document, which fully outlines the uniform membership structure. In brief, the principal change will include a new category of "Primary Membership", which includes Club voting rights and eligibility to participate in Track / Competition Events. More on this shortly.

Club Championship / Points Awards: As previously advised, this area is also under review and only Primary Members will be eligible for Clubman / Club Champion awards. More to come on this also.

Annual General Meeting: In terms of our Club Constitution, we need to hold our AGM by 31 August 2018. At this stage it is our intention to conduct this at the Bark Mill, Swansea and combine it with a drive day / economy run, on Sunday 26 August. All Committee positions will be declared vacant on the day, with a new Committee to be elected. The Meeting is usually completed within 10 - 15 minutes.

We would ask that Members attend this Function and also consider stepping up and offering themselves to help out with the running of the Club. It is not an onerous task and requires an hour or so of your time to attend our monthly meeting. We presently have people occupying dual positions & we would again like to redistribute the workload, so it is minimal & equally spread. Please remember - it is your Club & we need your input to continually refresh our activities with new ideas.

A Committee Nomination form (also outlines the Committee structure) appears separately in this publication. We would welcome an over subscription, to positions of "Committee Member", if you do not wish to nominate for a particular executive position. If anyone would like to discuss a position, or how they can help out, please feel free to contact me or any present Committee Member.

Kevin Lyons
Vice-President and Secretary

NEW MEMBERS

The Club extends a very warm welcome to the following new members.

Michael Zeuschner	Evandale	996 C4
Anthony & Susan Spinks	Turners Beach	Cayman
Bruce & Monika Finlay	Airlie Beach Qld (moving to Tas)	Cayman S
Pino & Clare Tedesche	Riverside	997 Turbo
Nick Reeman	Devonport	944 Turbo

The Club extends its very best wishes to long time member John King, [member #29] who has sold his car, and very reluctantly resigned.

(It is worth noting that there is nothing in the constitution of the Porsche Club of Tasmania that requires members or prospective members to own a Porsche car. Enthusiasts and friends of the Porsche brand are equally welcome.).

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Advertisements by members for Club related items are free.

MEET THE MEMBER

KEITH RIDGERS

RETIRING TREASURER OF THE PORSCHE CLUB OF TASMANIA

Keith was one of the founder members of the PCT and has served the club for many years in executive capacities, most notably as treasurer and club award scorer. He has also been a stalwart participant in club events and a Clubman of the Year winner.

Name: Keith Ridgers

Early Years:

I went to school at Campbell Town State School.

I did an apprenticeship as a carpenter and joiner with a builder at Campbell Town and worked at different places around Tasmania.

I later moved to Launceston and worked at a joinery shop and eventually moved to Hobart to another joinery business which I took over when the owner wanted to retire.



I bought a runabout and started power boat racing after joining the Motor Yacht Club of Tasmania and later got a tunnel hull race boat. I have been an honorary life member there since 1993.

(Many PCT members, as well as Porsche Centre Hobart, have been customers of Flow-form, Keith's joinery business which he has now sold upon his retirement. - Ed.)

Later Years:

Since I retired my main interest has been my Iveco truck and fifth wheeler but my Porsche is never far away.

My First Car (s):

My first car was a Commer ute and since then I have had a Datsun Bluebird, FB Holden, five different model Valiants, two Ford Fairlanes and two Ford LTDs.

My Later Cars:

My first Porsche was a 944 Turbo and on my bucket list was a Porsche 911 which happened in 2004 when I got my 993S from Melbourne through Performance Automobiles.

My current cars are the 911 993S, a Mitsubishi Outlander, a Mitsubishi Lancer and an Iveco turbo diesel truck.

My Current Main Activities/Interests:

I have prepared the Iveco and fifth wheeler caravan and if all goes to plan hope to depart in September in company with a cousin with a similar large caravan on a "no boundaries" tour of the mainland.



MEET THE MEMBER

KEITH RIDGERS - Continued

Me and the PCT :

I have been involved in the PCT (member no. 7) since the club was formed in 2002. We are club no.201 in the world.

My pet love is driving my 993S.

Some people have asked me why I drive it so much and I told them if you have a car like this you cannot leave it in the shed you have to get it out and enjoy it. I have had some very good times in it. The main ones were The Great Ocean Road Tour organised by Porsche Cars Australia in 2007, the Targa Porsche Tour Tasmania in 2011 and the Targa Porsche Tour in Targa High Country Mt. Bulla, Vic in 2012.

The most exciting event for me was Porsche Clubs at Mt. Panorama Bathurst in 2010. Two and a half days of high octane action. This was an event I won't be able to top.



My Pet Loves and Hates:

My pet hate is people who say speed kills. If it did, more than half the population would be dead. Speed does not kill, it is crashes that kill.

What Would I Do If I Was The President Of Porsche!

Not much that I could do as every model they produce is better than the one before. It is hard to improve on perfection, but Porsche succeeds in doing it all the time



Keith Ridgers, long serving Treasurer of the Porsche Club of Tasmania, is thanked by John Pooley (Club President) upon his retirement and presented (photo right) with an official Porsche windbreaker as a token of appreciation from the Porsche Club of Tasmania and Porsche Centre Hobart. May 2018.

LET THE GAMES BEGIN – PORSCHE IS IN IT TO WIN IT

By Leon Joubert

As I write this the clock is rapidly ticking down to the 86th running of the Le Mans 24-Hours endurance race.

Since the post-war resumption of the Le Mans 24-Hours in 1949 (a year after the creation of Porsche in 1948) Porsche has won a total of 19 outright victories, an incredible third of all the races, and unsurprisingly much more than any other manufacturer ever.

There was a time when the results of Jaguar, Ferrari, Maserati, Porsche and others in the Le Mans 24-Hours heavily influenced the choice of favourite car brands of enthusiasts.

Iconic models like the D-Type, 300 SLR, 917, 250 GTO and GT40 are familiar to most sports car enthusiasts to this day. They are now highly prized collector's items.

But, though Le Mans (and some other historic sports car races) are still being run, few enthusiasts can tell you much about the cars that have been winning the races recently.

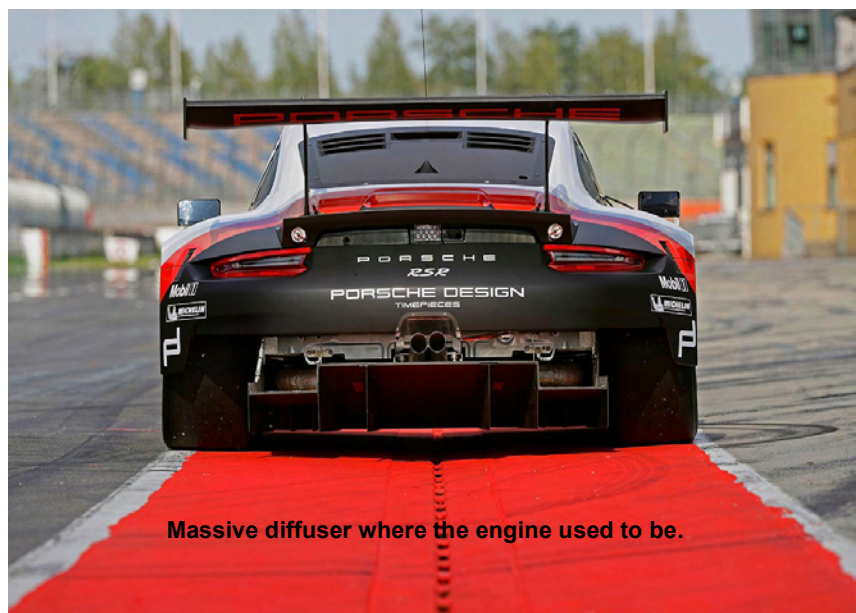
It is difficult to relate the exotic shapes and science fiction technology of the winning LMP1 cars with current road cars and few people probably even know that all LMP2 cars now use the same Gibson engines.

The organisers of the World Endurance Championship (WEC) have fortunately also recognised the need for road car relevance in sports car racing and introduced a GTE class for production based cars. The GTE rules are shared with the American IMSA series.

GTE cars must be based on production 2-door/2-seat models with engine capacities limited to 5 500cm³ (normally aspirated) or 4 400cm³ (turbocharged).

To keep the playing field reasonably level, the GTE category is governed by a complex balance-of-power (BOP) formula which roughly restricts all cars to around 500 bhp. The engines of many models have to be “de-tuned” from their standard output but extensive chassis and aerodynamic modifications still make the GTE cars extremely fast.

The GTE rules even enabled Porsche to swing the engine layout of its 911 RSR GTE model through 180 degrees. The normal 911 layout has insufficient space for a good rear diffuser design. The 911 GTE basically retains its original engine and drive train but the rules do not specify their precise positioning so Porsche could legitimately make the change.



Massive diffuser where the engine used to be.

The 2018 World Endurance Championship is an unusually long (2018/19) series of 8 races with the calendar amended to finish with the 2019 Le Mans 24-Hours.

The official GTE manufacturer entries compete in a sub-category called GTE "Pro." They are Aston Martin (Vantage), BMW (M8 GTE), Chevrolet (Corvette C7-R), Ferrari (488 GTE Evo), Ford (Ford GT) and Porsche (911 RSR).

McLaren and Lamborghini are also expected to join the GTE category before the end of the 2018/19 season with a view to full participation from 2019.

Porsche has built about a dozen of its mid-engine 911 RSR GTE's (for sale at US \$1.2 - million each) and runs up to four works cars under the Porsche GT Team banner.

This is what the GTE-Pro competitor line-up looks like.

Clockwise - from top left: Aston Martin Vantage - 4-litre V8 turbo; BMW M8 - 4-litre V8 turbo; Chevrolet Corvette C7 - 5.5-litre V8 (non-turbo); Ferrari 488 - 3.9-litre V8 turbo; Ford GT - 3.5 litre V6 turbo; Porsche 911 RSR - 4-litre boxer 6 (non-turbo).



In GTE-Pro all the drivers are established professionals, and enthusiasts will easily recognise many of the names as regular competitors and champions in other categories like Indycar and even Formula 1.

There is also a GT-Am category in which at least one of the drivers has to be a recognised 'amateur' and Porsche also has several GTE RSR's running in this category as 'private' entries through teams like Dempsey-Proton and Gulf racing.

Two Australians, Matt Campbell and Alex Davison, are regular Porsche drivers in the GTE-Am category.

As a Porsche enthusiast you may be pardoned if you do not know which LMP1 or LMP2 racer crossed the line first, but don't miss the GTE action in the 2018 WEC series. It will be sensational, and Porsche is very much in it to win it.

You can follow the series here: <https://www.fiawec.com/en/season/about/4128>

THE 2018 SCORECARD TO DATE

SPA 6-HOURS - 5 MAY 2018. A GOOD START BUT NO LAURELS - YET.

Outright victory went to the Toyota LMP-1 driven by Fernando Alonso, Sebastian Buemi and Kazuki Nakajima, with the other works Toyota LMP-1 in second place. They were to repeat this feat a month later at the 24 Hrs of Le Mans.

In the GTE Pro category the works Ford GT's locked out the front row of the starting grid from the two works Porsche RSR GTE's. In GTE-Am, Porsches qualified first, third and fourth.

Endurance racing is fraught with many challenges ranging from weather, race interruptions and the normal risk of accidents, to fuel consumption, tyre wear, and car and driver fatigue.

At Spa the leading Ford GT crashed out of the race after an hour but its sister car hung on to take the GTE-Pro victory. The two works Porsches were winning contenders for most of the race but ran into tyre wear issues towards the close and the remaining Ford GT managed to slip ahead of the No.92 Porsche, with an AF Corse Ferrari in third place.

In the GT-Am category the Porsches ran foul of a mix of crashes and mechanical issues which all but eliminated their early prospects. Two old generation (2017) Aston Martins took first and second places in the category, ahead of a Ferrari 488.

So, on to the Le Mans 24-Hours.

86th LE MANS 24-HOURS 16-17 JUNE 2018.

In the year of the 70th anniversary of the founding of the marque, Porsche also paid homage to its past Le Mans honours by painting two of its four works GTE entries in the same colour schemes as the victorious Rothmans Porsche 956/962's (albeit omitting the name of the tobacco company!) and the "Pink Pig" 917/20 aerodynamic experimental car raced in Le Mans in 1971. In 1982 the Rothmans' 956's famously finished 1st, 2nd and 3rd at Le Mans.



PORSCHE WIN BOTH GTE CATEGORIES AT LE MANS - 16/17 JUNE**GTE Pro**

Porsche's 911 RSR's claimed the GTE Pro class victory, with the pair of retro-themed, Manthey-run cars in a 1-2 finish.

An early safety car intervention broke up a three-way scrap for the lead, giving the 'Pink Pig' car driven by Kevin Estre, Michael Christensen and Laurens Vanthoor an advantage of more than a minute over the #91 Rothmans-coloured Porsche and the best of the Ford GT's, the #68 car.

From there, the #92 crew were never seriously threatened, and by the eight-hour mark enjoyed a lead of more than two minutes which they were able to maintain to the end. The battle for second between the #91 Porsche and the #68 Ford heated up in the morning hours as Sebastien Bourdais hit out at Frederic Makowiecki for what he felt was unacceptable driving during a thrilling scrap in the 21st hour.

Makowiecki got away after the next round of stops, helping to secure second for himself, Gianmaria Bruni and Richard Lietz by a margin of 26 seconds over the Ford shared by Bourdais, Dirk Muller and Joey Hand.

Ford's leading car, the #67 of Harry Tincknell, Andy Priaulx and Tony Kanaan, was a further minute behind in fourth, while the Corvette got #63 of Jan Magnussen, Antonio Garcia and Mike Rockenfeller, finished a lapped fifth.

Ferrari's top finisher was the sixth-placed #52 car shared by Pipo Derani, Antonio Giovinazzi and Toni Vilander, two laps down, while Aston Martin's leading Vantage GTE finished ninth, five laps down. BMW's M8 GTEs both hit suspension troubles, with the #81 car finishing 11th after losing further time to have its radiator changed. The sister #82 car retired after it crashed at the Porsche Curves in the early hours of the morning.

Also failing to finish were the #64 Corvette, which suffered engine trouble, and the #94 CORE Autosport-run Porsche due to a terminal suspension problem. The #69 Ford also spent the final two hours of the race in the garage with an electrical issue.

GTE Am

The #77 Dempsey-Proton Porsche crew of Julien Andlauer, Christian Ried and Australia's Matt Campbell won the GTE Am class by a little under two minutes over the #54 Spirit of Race Ferrari.

The #77 car assumed control of the class in the early hours, with Campbell and Andlauer able to build a lead over the course of Saturday evening and Ried keeping the gap to the chasing Ferraris relatively stable. The #85 Risi/Keating Ferrari was the leading chaser but any hopes of closing down the Porsche ended when Ben Keating went off at Mulsanne corner in the 22nd hour.

That allowed the #54 Ferrari driven by Giancarlo Fisichella, Thomas Flohr and Francesco Castellacci into the runner-up spot, with Keating, Jeroen Bleekemolen and Luca Stolz securing the final place on the class podium. Aston Martin's hopes of a class win ended when Paul Dalla Lana hit the barriers in the #98 Vantage shortly after one-third distance, while Dempsey-Proton's second car, the polesitting #88, was eliminated when Matteo Cairoli smacked the tyre wall at the Ford chicane in the morning hours.

PAST EVENTS

NORTHERN EARLY MORNING RUNS

Reports by Kerry Luck

March 2018

Present:

Phil McCafferty	930
Kerry Luck	996 GT3RS (organiser)
Phil Frith	Boxster 991
Bruce Allison	911E 1973
Keith and Sonia Johnstone	996 Carrera
Peter & Di Haworth	996 GT3RS

The EMR was moved forward to Saturday due to heavy rain predicted on the Sunday. It was a good move as Saturday was partly sunny, warm and muggy after early morning rain. The route was a “drive thru” the café strip in Charles St then SE onto Blessington Rd for about 13 km then returning back to White Hills, finishing at Evandale’s Ingleside bakery for an excellent coffee and treat. All up about 60 km for the morning

What a run it was – one of the most exhilarating country drives I’ve been on. Beautiful calm autumn weather with the ground (and roads) slightly damp from the night before. The road is curvy (like a Porsche) mostly well sealed. Bruce took us out and back, with Peter and Di in their newly acquired 966.2 coupe right behind. This drive at the legal speed and in the conditions kept us concentrating. The cars loved it, in fact mine got an early bi-yearly wash.



PAST EVENTS

NORTHERN EARLY MORNING RUNS

Continued

May 2018

Present:

Kerry Luck (organiser)	996 GT3RS
Bruce Allison	911E 1973
Peter & Di Haworth	987 Cayman
Phil Frith	Boxster 991
Tony Oliver	996 Carrera
Graeme & Cheryl Pitt	911 Carrera
Sam Bucknell	964 Carrera
Phil Parsons	987 Cayman
Charles Booth	997 Carrera
Guest	997 Carrera



The club met at the usual spot at the QVmag at Inveresk and headed off at 9:15 on a typical overcast autumn morning with 9 Porsches. Bruce A suggested earlier that we go to a "favourite area" – west of Launceston out behind Riverside, past Tasmanian Zoo, Rosedale, Selbourne and into the back of Hagley then onto Entally Lodge (the old Rutherglen complex) to finish the EMR.

Rather than leading us up the garden path, Bruce lead us to the mysterious and little know Black Snake Lane or Black lane on the maps. Most of us knew the area pretty well – or so we thought, and sure enough Black Snake lane did exist and was definitely an enjoyable drive with a real English country feel, hedges, roads going 90 degrees following paddocks and little traffic.

Getting there we went via Roseburn Rd over "the crests". There are 5 in a row along a straight road about 2km long. These are real crests, at 60 Km/h they are daunting with the cars becoming very light. Ironically there is a sign just before the last one saying "Danger Crests"

As usual the cars loved their outing, and I think the owners did as well. The next EMR is as usual on the 3rd Sunday of each month being the 17th June at the QVmag car park

Also – what are your thoughts about a "biggie" EMR in July, incorporating lunch? Firstly, do you do or don't want a 4 hr drive, if yes then where to? I'm a yes and thinking the St Helens loop or the Cethana NE loop or somewhere south (Bothwell) loop?

Kerry Luck
Northern Rep. Porsche Club of Tasmania

PAST EVENTS

NORTHERN EARLY MORNING RUNS

Continued

June

Report by Bruce Allison

Northern members awoke to a very grey and wet Sunday morning, I had both a phone call and text before 8.00am to check if the outing was still on, yes naturally ,but my advice given was that full wets or heavily cut slicks be the order of the day.

Rain doesn't worry me having done several Targa Tasmania where there is no option but to front up rain , hail or shine , besides I love the liquid horsepower gain !

Soon the car park came alive with seven Porsches, ten members and one guest, the inimitable Roy Frith, cousin of Phil, and former 7 time Porsche owner. Roy still carries photos of his first Porsche, a red 912 , photographed high in snow country in Canada where he once resided.

He tells the story of his Mazda dealership days when Mazda asked him to "get rid of that German sports car " and support the Japanese brand! A feat he duly did and competed successfully in track competition and three times in Targa Tasmania.

We duly headed off through Riverside, en route to Beauty Point ,as word of many cyclists were in the planned Exeter area stop.

We travelled through Rosevale, Bridgenorth, on to the Frankford Highway to a road I had found only a week beforehand at Glengarry which ran on to the Flowery Gully road to Beaconsfield. This is a really nice flowing road. The rain had stopped by now and with roads drying we were able to push on quite quickly to our destination at the River Cafe, Beauty Point.

A light morning tea was enjoyed, humour and conversation as evidenced in the attached photographs, and a dry trip home before lunch.

Thank you to all who attended given the conditions.

Attending were ;

Greg and Michael Zueschener	996 C4
Tony Oliver	996 C2
Peter and Dianne Haworth	996 C2
Simon Froude	Cayman GTS
Sam Bucknell	964 C4
Phil Frith	Boxster GTS
Roy Frith Guest	
Bruce Allison	911E 2.4

Bruce Allison



PAST EVENTS

TARGA TASMANIA - 16-21 APRIL 2018

Targa Tasmania 2018 attracted no less than 23 Porsches in the main competitive section, and it was a close run thing or a Porsche could once again have won our premier tar road rally.

Jason and John White (Dodge Viper) were again outright winners, this time from Steve Glenney and Andy Sarandis' Subaru WRX STi.

The top placed Porsche was the GT3RS of **PCT member Michael Pritchard** and Gary Mourant in an excellent third place.

Throughout most of the event Matt Close and Cameron Reeves also gave the White's Viper a torrid time with their Porsche GT3 RS , but on day six they unfortunately ran out of road and their challenge ended south of Hobart.

PCT members Peter Nunn and Keith Johnstone once again drove a highly competitive race to finish 9th overall in their Cayman GTS, the only other Porsche in the top ten overall.

Congratulations to both Porsche crews from all your fellow PCT members.

The 'Targa Tour' attracted another 29 Porsches ,and elsewhere in this issue of *Flat Chat* we have an excellent report by Andrew Forbes on his participation in this classic event.

Right: The unfortunate end of Matt Close's serious challenge for outright victory in Targa Tasmania 2018.

Photo: The Examiner



Peter Nunn and Keith Johnstone finished an excellent 9th overall in their Porsche Cayman GTS.

Photo: The Examiner.

Leon Joubert

PAST EVENTS

PCT STRATHGORDON DRIVE - SUNDAY 29 APRIL 2018.

Report and Photos by Bruce Smart

The weather gods smiled on us yet again, for this years' Strathgordon drive day, into the wilds of south-western Tasmania.

Organiser Todd must have a very close working relationship with the person in charge up there, as this location is usually one of the wettest parts of the State.

After meeting at the Patchwork Cafe in New Norfolk, for morning tea under clear blue skies, we departed on the 120km journey to Strathgordon.

We were treated to a sunny drive through beautiful autumn colours of the Derwent Valley. This soon made way for the rainforests, mountain ranges, lakes and plains of the Gordon River Road.

As well as the spectacular scenery, it is surely one of the best driving roads in the country, if not the world.

Being well off the beaten track, the road is largely deserted, apart from the occasional tourists and 4WD "enthusiasts", who seem to thrive and delight in being part of snail-paced convoys.



The road is a perfect location to showcase the virtues of German engineering excellence, with long straights, tight corners, wide corners, uphill, downhill, and everything in between.

It's a toss-up, really - a choice between a spectacular driving experience, or, if you are a lucky passenger, being able to safely view the wonderful scenery.

PAST EVENTS

We arrived sometime later at Strathgordon to overcast skies. After refreshments and a filling lunch in the Lake Pedder Chalet, we proceeded to the helipad (referred to as the Porsche Pad for the day) for our traditional team photos.

Is there another Porsche Club anywhere in the world that can boast a backdrop like this-



The participants on the day included eight Porsche models plus an Audi R8 :-

Paul Berry – 2016 911 “Black Edition” 991

Yogi Burghart – 911 Carrera

Gary Cannan – Audi R8

Paul Jubb – 2001 911 Turbo 996

Todd Kovacic – 1982 944

Chris McGregor – 2008 911 Carrera S 997

Frank Mezzatesta – 1997 Boxster

Bruce Smart – 1989 911 Carrera

Farrell White – 911 Carrera 4 GTS

After Gary’s Audi R8 was nominated as an honorary Porsche for the day, I shared a laugh with him about our respective 60th birthday presents to ourselves.

Time to return home after another memorable drive day, and we get to repeat the magnificent drive - how good is that?

Bruce Smart

PAST EVENTS

PCT WINE TOUR AND VISIT TO BARBOUGLE LOST FARM - 4-6 MAY 2018.

Report and photos by Colin Denny

Twenty-four Porsche Club members from throughout the state gathered at Barnbougle Lost Farm in early May to wine, dine and socialise. Bordering boisterous Bass Strait, the North East's spectacular patchwork of farmland, golf courses, vineyards and forests provided an idyllic backdrop for a weekend of merriment.

The Hobart contingent left in poor weather, unable to travel in convoy owing to work and other commitments. Nevertheless, Mark and Robin Ballard, Milton Moody, Ann Lowe and Annette and I met in Campbell Town to take the alternative route through the Nile Road past Clarendon and Evandale thereby avoiding a large section of the Midland Highway road works. The route is fast and straight albeit with about 10km of good gravel road south of Nile. However, avoid the area at dawn and dusk because it's the favourite haunt of Forester Kangaroos.

In Launceston we regrouped at the Levee Food Co where Events Director Todd Kovacic, having broken free of the judiciary, joined us for lunch with Allison Devine before we all drove to Barnbougle. It was the last we were to see of Todd and Alli for some time. They reappeared in a saddened state that evening driving a hired Mitsubishi Outlander that the RACT provided when their Cayenne's fuel pump failed.



I chose to take the road from Launceston via Turners Marsh to Pipers River before turning east to Bridport. The Boxster had been left at home and I drove my new Macan GTS. The fun road offered a good test drive but drivers need to be wary of the sudden sharp bends tracking farm boundaries. These country roads were my home territory as I grew up on a farm in North Lilydale before settling in Hobart. Later Todd took the reverse route south and remarked on how he enjoyed the drive (despite the Outlander).



At Lost Farm the accommodation and restaurant areas have stunning views over Bass Strait, the sand dunes and golf course.

A westerly gale was blowing when we arrived, adding to the spectacle.

PAST EVENTS

BARNBOUGLE WEEKEND. Continued.

We found Bob and Dimity White, John Verdegaal and Jane Sharp had already booked-in.

John's immaculate red 1987 Carrera Targa looked great parked alongside Bob's black 930!



Everybody gathered for dinner in the busy restaurant where Kevin Lyons outlined the plans for our wine tour on Saturday. Ruth Fuller had chartered our coach from Saintys Bus Service to commence at the sensible hour of 10.30am allowing a leisurely breakfast before setting out for Andrew Pirie's Apogee Vineyard. Golf was the optional activity but Ruth's husband, David, was the only player.

Morning tea was served at Apogee where Pirie makes use of the perfect ripening location to make sparkling wine using the classic Champagne grapes Chardonnay, Pinot Noir and Pinot Meunier with a small amount of Pinot Gris. We gathered on the veranda of Pirie's cottage overlooking the north facing vineyard and sampled his bubbly before the sun was over the yardarm.

PAST EVENTS

BARNBOUGLE WEEKEND. Continued.

Moving closer to Lebrina we visited Clover Hill Vineyard, another of Tasmania's top sparkling wine producers. Lunch was served in their recently completed rammed earth cellar door outlet and restaurant occupying an impressive site with some mysterious architectural features. Back aboard the bus after lunch we turned north towards Pipers Brook. Our naughty group at the rear of the bus amused ourselves with anecdotes from the past including Keith Johnstone's Targa tales following his recent participation.

On arrival at the Jansz Vineyard more sparkling wine was sampled before travelling over the hill to our final tasting at nearby Pipers Brook Vineyard. This wine region of Tasmania with its well-drained basalt soils enjoys temperatures moderated by the proximity to Bass Strait. Ocean breezes keep the temperature up during winter minimising risk of frost, and down in summer allowing grapes to ripen slowly and develop the flavours required for good sparkling wine.

The imbibers returned to Barnbougles Lost Farm where a fine three course dinner awaited. Unfortunately, Vice-President and chief sommelier Kevin Lyons was unable to join us for dinner owing to a re-occurrence of a viral complaint during the wine tour. Nevertheless, the rest of the Porsche group made up for Kevin's absence with an extensive sampling from Lost Farm's magnificent cellar.

After a hearty breakfast next morning we broke ranks and went our separate ways. Annette and I drove to my old home at North Lilydale for lunch at The Ridge Vineyard run by my cousin Susie and her husband. Much to Annette's enjoyment a pre-release bottle of The Ridge's sparkling rosé was on hand to savour. The new fizz from the 2017 Small Vineyard of the Year was well received.



Bob White travelled via the East Coast after convincing Dimity it wasn't much further than by the Midland Highway! I believe he had a rapid return in the 930 as he told me later, "We had a good drive back...only got growled at once...that was the only time Dimity noticed, may have been because I had RH lock on in a LH bend!"

Thanks go to Ruth Fuller and others for organising the tour that members really appreciated. Events Director Todd remarked, "Notwithstanding the usual hiccups I seem to endure in the transportation area of PCT adventures, Alli and I enjoyed the weekend. Laughter is usually the best gauge." (I'm pleased to report that all is now well with Todd's Cayenne).

Colin Denny

PAST EVENTS

CAMS INTERCLUB CHALLENGE: BASKERVILLE: 27 MAY 2018

As part of a new drive by the club to promote participation in advanced driving events, Andrew Forbes was appointed to encourage and create teams to enter in PCT colours with entry fees sponsored by the club. There is nothing like a winning beginning...Ed.

Report By Scott Smith

The challenge saw a great turn out by PCT with a renewed focus on being competitive after coming close in 2017

Two teams represented PCT, along with Team director Andrew Forbes, and a gathering of PCT ground crew and supporters

Porsche Club Tasmania Green was Kerry Luck in his GT3, Brian Shearer in his Cayman GT4 and Frank Mezzatesta in his Subaru Impreza. Porsche Club Tasmania Gold was made up of Peter Nunn in the successful Cayman GTS, Scott Smith GT3 Cup, and Michael Pritchard's Targa podium GT3 RS

Each car had 6 runs of the Baskerville long course, starting on the entry to pit straight and finishing at the highest point on the circuit.

Points scored were based on each team members best run time, divided by the established class record, and after a cold start to the day the sun shone and all team members put in excellent runs.

Club	Team	1	2	3	4	5	Average	Rank
500 Car Club	500 Car Club	108.69%	102.82%	94.83%	96.83%		100.79%	5
Club Motori Italia	CMI Team 1 - Italian	98.11%	107.95%	108.00%	106.25%	111.37%	106.34%	7
Club Motori Italia	CMI Non-Italian Team 2	94.14%	106.08%	94.94%	98.11%	101.07%	98.87%	4
Club Motori Italia	CMI Team 3	93.03%	107.67%	108.78%	100.71%	113.71%	104.78%	6
Porsche Club Tasmania	Porsche Club Tasmania Gold	92.96%	91.23%	91.51%			91.90%	1
Porsche Club Tasmania	Porsche Club Tasmania Green	108.37%	98.52%	114.80%			107.23%	8
North West Car Club	NWCC A	97.07%	94.80%	91.77%	-		94.54%	2
North West Car Club	NWCC B	91.79%	101.16%	98.90%	95.76%		96.90%	3

PCT Gold team had a great run to take home the chocolates and a \$1 500 cheque for the club.

I congratulate all that participated in a fun and competitive day and encourage any members of PCT to consider this event in 2019 as a very easy introduction to the competitive side of driving your Porsche and complimenting the PCT hill climb event in November.



PAST EVENTS

CAMS INTERCLUB CHALLENGE .

Continued.

Captaining the PCT Team

Report and photos by Andrew Forbes

Our Club recently appointed Kerry Luck and yours truly to a PCT Motorsport subcommittee with the goal of increasing members' participation in motorsport events around Tasmania. We know that a few members are regulars at hill climbs, including our own, held every November at Baskerville, plus supersprints, motorkhanas, khanacross and rallies like Targa Tasmania. But others may not be aware of the large number of competitive events (69 in 2018) organised around the State every year, plus monthly private practice days at either Baskerville or Symmons Plains. There is plenty of opportunity for members to participate in some of these, as they cater for a range of experience and type of car. If you have a CAMS L2S licence and a fire extinguisher in your Porsche, then the safety requirements for your entry are largely met for club track days. The CAMS licence is easy to get via an online application, and any auto parts store supplies fire extinguishers. No excuses then!

The first event on the calendar for your newly formed Motorsport Committee was the CAMS Club Challenge, held on May 27th at Baskerville. Kerry and I broadcast an invitation to a large segment of the Club, and we had enough interest to form not one, but two teams, which we named PCT Green and PCT Gold, reflecting the Aussie Olympic colours. In the application form, we had to nominate a Team Captain. A Team Captain can be an entrant/driver from one of the teams, but since I was not planning on entering, I volunteered for that role. I took care of gathering all the entrants' personal and vehicle details for both teams, and submitting the online forms to CAMS. Kerry and I sorted the six entrants into fast and faster teams, Green and Gold respectively.

Right : The Porsche Club Tasmania teams Green and Gold ready for the CAMS Interclub Challenge.

L to R : Frank Mezzatesta, Mike Pritchard, Brian Shearer, Rob Kelsall (supporter), Kerry Luck and Scott Smith. (Absent: Peter Nunn).



Lining up for the early morning start.

(Note that good wine advertising is still welcome at race tracks close to the Coal Valley vineyards.)



PAST EVENTS

CAMS INTERCLUB CHALLENGE .

Continued.

There are several performance classes used for most club level events, based on engine displacement and whether turbo/super charged or not, 2 WD or AWD. All but one of our entries were Class D. In the Club Challenge, points are awarded as a percentage of the Class record (in this case the Baskerville hillclimb record) averaged across the team.

The lower the percentage (e.g. 99% means that the team's average times were 1% under the class record), the better chance you have of winning. Our winning PCT Gold team achieved 91.9% average, a fantastic result that shows how hard the team worked at getting the very best out of their cars on the day. The only downside is that this will become the new benchmark record, so next year we will be much harder to get under 100%.

As Team Captain I took care of communications with CAMS and among team members. Not hard really, as emails and text messages make this pretty seamless. I turned up early at the track on the day and we gathered all six cars together to make comparing tyre pressures, best "lines", gear selection and run times easier. All our drivers are self-motivated and pretty keen, so I didn't have to do much in the way of encouragement! At the start of the day I helped apply windscreen banners and door number stickers ("Lucky" Kerry got number 13), and handed out lunch vouchers. I also liaised with the CAMS Officials to relay information about any delays or changes during the day.

Team Captain is a role that any Club Member can take on for an event. There's not much preparation involved and it really helps the drivers focus on what they need to do, instead of worrying about admin details. The reward is seeing your team do well and have a great time. For this Club Challenge, I was as "over the moon" with our result as the team members!

Andrew Forbes



PCT Team Gold displaying the spoils: Mike Pritchard, Peter Nunn and (latecomer) Scott Smith.

It was also good to see a few other - non competing - PCT members at the event providing practical and moral support to our teams. Well done.

- Ed.

PORSCHE BIRTHDAY CELEBRATION : DEALER FUNCTION - 9 JUNE 2018

As part of its world wide celebrations of 70 years since the founding of the Porsche car company, Porsche Australia's dealer network invited clients and other enthusiasts for a celebratory coffee and cars get-together on Saturday morning 9 June 2018.

The following photographs of the display and gathering at Porsche Centre Hobart were kindly supplied by Steve Feltham, General Sales Manager of Porsche Centre Hobart.



Left and below.

An impressive shopfront and showroom display of a wide variety of Porsche sports cars through the years.



Visitors and guests could enjoy refreshments and the company of like minded Porsche enthusiasts to celebrate 70 years of Porsche manufacturing.



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PORSCHE - AND THE VOLKSWAGEN DIESEL ENGINE SCANDAL

By Leon Joubert

The excellent book 'Faster.Higher.Farther' by Jack Ewing, which details the story of the Volkswagen diesel engine scandal (see more here) <https://www.penguin.com.au/books/faster-higher-farther-9780552173100> was reviewed by Rob Sheers in the April 2018 issue of "Flat Chat" and left an obvious question for us: "To what extent, if any, were our friends at Porsche drawn into it?".

Thankfully, the answer appears to be: "Very little – and probably not at all".

The main culprit in the Volkswagen scandal was a version of the VW Group's TDi four cylinder diesel engine codenamed EA189.

This engine was an excellent design but unable to meet US emission requirements for harmful NOX (nitrous oxide) emissions while still achieving its designed performance levels, so cars fitted with the engine were equipped with electronic "defeat devices" which sensed when the cars were being laboratory tested.

When the software of the engine management computer sensed the parameters of a laboratory controlled emissions test programme, it lowered the engine performance and thereby also the resultant emissions to enable the engine to pass some required environmental protection agency standards.

When the cars equipped with these engines were driven normally the "defeat devices" did not operate. The cars performed as advertised but now emitted up to 20 to 30 times more harmful NOX emissions than permitted by, for example, US environmental protection agencies.

The outcome of this has been well reported with Volkswagen forced to buy back thousands of cars in the USA, modify millions of cars sold in other countries, and pay huge fines. Of late its former CEO, Martin Winterkorn, has been indicted by the US Department of Justice and Audi CEO, Rupert Stadler, has been arrested in Germany.

The ongoing costs to VW are estimated to be potentially as high as US \$30-billion and in many countries, including Australia, the whole affair is still far from being settled.

But was Porsche involved at all and, if so, how?

We know that in 2000 Porsche and Volkswagen agreed to the joint development and manufacture of the large SUV, the VW Touareg/Porsche Cayenne.

At the time both models were built in the same factory in Bratislava in Slovakia from where the painted and partially completed Cayennes were then shipped to Leipzig where Porsche applied the key elements to its own version of the car.

One of the Cayenne models on offer by 2007/2008 used a 3-litre V6 diesel engine from the Audi Q7.

This was reportedly another engine in the VW Group which had been equipped with "defeat devices". In fact the basis of the software used in the emission defeat devices may have had its origins in an Audi design to limit the typical "knocking" noise of diesel engines on cold start-up.

PORSCHE - AND THE VOLKSWAGEN DIESEL ENGINE SCANDAL . Continued

Volkswagen and Audi knew that a Daimler-Benz system to add urea injection to a diesel engine would curtail harmful NOX emissions but decided against fitting the necessary “AddBlue” tanks to the Touareg/Cayenne diesel models and instead may have used similar electronic defeat devices as were already in use in the smaller TDi engines.

Porsche could unwittingly have received 3.0 litre Audi diesel engines for its 2007/8 Cayenne models unaware that they were equipped with hidden software that disguised their true emission levels.

It has been widely reported that the homes and offices of a number of Porsche employees were recently also raided by German police, but this probably has more to do with the ongoing investigations about who knew what about the fraudulent activities at Volkswagen and Audi and, perhaps more specifically, who may have authorised it.

There have been no indications, that we know of, that Porsche is thought to have been wilfully complicit in the emissions fraud.

In a corporation the size of the Volkswagen Group senior managers will be moved around between different divisions and brands. Some persons of interest in the Volkswagen diesel investigation no doubt also worked at Porsche at one time or another, and will also have worked at Audi and Volkswagen.

Over and above the fines and settlements already agreed to, Volkswagen is also facing claims from investors about the fruitless expenditure of billions of dollars in fines and restitutions. There are many more issues around this affair that are not yet settled, and possibly much more expenditure that will result.

An unfortunate side effect of this may be that it could curtail the funding that would otherwise have been more freely available for research and new developments at Porsche, the company that provides the core of engineering excellence for the whole group.

‘Faster, Higher, Farther’ also examines the linkages between the Porsche and Piech families and the Volkswagen Group in some detail and it may come as a surprise that the Porsche and Piech families still control around 50% of the entire Volkswagen empire. Porsche is therefore probably still regarded by them as the “family jewels”.

Despite the diesel emissions mess at Volkswagen, one can feel reasonably sure that the engineers in Weissach remained well clear of the nefarious activities elsewhere in the group.

It the words of Rudyard Kiplings’ famous poem:

*“If you can keep you head when all about you
Are losing theirs and blaming it on you....
You’ll be a man, my son”.*

We sincerely trust that those words also applied to all our friends at Porsche.

Leon Joubert

DESIGN ORIGINS OF THE PORSCHE 911

By Andrew Forbes

Chapter I

I suspect that like me, you have more Porsche books than Porsches.

While my youthful dreams of a 930 Turbo were free, the real thing was wholly out of reach, so for many years, books had to suffice. Consequently, my home library contains eleven Porsche books. Luckily, over time I have reduced the books to cars ratio from 11:0 to 3.7:1!

In researching the topic of the development of the design of the 911, I dived into this little treasure trove of text and illustrations, trying to find the essence of how and why the 911 shape, sound, presence and performance has achieved legendary, some say iconic status. I believe that essence is... *evolution*.

In classic Darwinian evolution, adaptation favours survival of the fittest. In Porsche's case, engineering and design evolution (with a healthy dose of experimentation) has been used to improve the basic concept, model by model, year by year, and by doing that, they have outlasted, out-witted and out-performed most their competitors for 70 years. That's what I call evolutionary survival of the fittest!

Tracing the evolution of the 911 cannot be done without first considering the 356. The 356 started as a handful (only 51) of hand-built aluminium-bodied, essentially VW-engined cars, built in Gmund from 1948 through 1951.

The concept of a rear engined 356 was carried over from the VW as it provided more room for passengers than the mid-engine chassis prototype (designated 356/1) and the lightweight aluminium body increased the power to weight ratio, extracting surprisingly lively performance from the 40 bhp on tap. The 356 was improved incrementally through the "A", "B" and "C" series, reaching its peak of development in 1965.

For fifteen years, the Porsche 356 showed the world what small, light, relatively low powered sports cars could do until, in the early sixties, Mercedes and Jaguar started to overtake the little Porsches (literally) on the autobahns of their home country, Germany. At 160 kph, the highly developed pushrod 356C would start to overheat if top speed were maintained for too long. A maximum of 130 hp was all that Porsche could wring out of their air-cooled little wonder, but it just didn't have the legs to stay with the big, lazy, water cooled engines of the competition, designed for sustained high speed running.

Consumers were also demanding more luxury, more space and more carrying capacity (golf clubs *plus* luggage!) than the 356 with its cramped front boot and small rear jump-seats. It was time for a change if Porsche were to keep its market share, and thankfully, Porsche was not completely caught napping.

As early as 1956, designs of a four-seater Porsche were already being considered, not as a replacement for the 356, but as an additional model.

DESIGN ORIGINS OF THE PORSCHE 911**Continued**

Erwin Komenda, who had been responsible for sheet-metal technology and body design at Porsche since 1931, submitted his ideas for a new model, but in 1957 Ferry Porsche decided that Komenda's concepts were outdated and insufficiently differentiated from the 356.

So, in the spirit of experimentation, Ferry Porsche engaged an American designer, Albrecht Goetz, who was responsible for the elegant BMW 507 of 1955, to design a fast-back with increased interior space. The first iteration was, not surprisingly, too "American", a step too far from the successful silhouette of the 356.



Ferry didn't give up entirely on Goetz though. He simply widened the field of designers both in-house and externally.

In-house, his son "Butzi", recently graduated from Ulm College of Design, joined Komenda in the Porsche design department and they both worked on Project 695 with Heinrich Klie, who headed the clay modelling shop.



Externally, Goetz continued to work on a second design, and Reutter Body Works contributed further ideas.



DESIGN ORIGINS OF THE PORSCHE 911**Continued**

Butzi Porsche favoured a new material, plasticine rather than clay, and many 1/10th and 1/5th models were laboriously constructed (plasticine had to be heated to hand-blistering temperature to become pliable enough to mould) to better visualise the designers' sketches and drawings.

There was no shortage of ideas; Fritz Plaschka, and Konrad Bamberg joined the design team, and modellers Ernst Bolt, Hans Springman and Heinz Unger all had an influence on prospective designs. Slowly, through the Type 530 and the Type 754 T7, details were refined until a driveable prototype of the Type 754 was made at the Reutter Bodyworks in 1960. Its underfloor engine was unacceptably noisy, but the shape was moving in the right direction.



However, Ferry Porsche declared that it was too bulky and he set a wheelbase limit of 2.2 metres with a fastback rear, not notched as required to seat four adults comfortably. Two design factions emerged, one led by Butzi Porsche, with his 644 T8 and the other led by Erwin Komenda, with his 754 T9. Komenda's versions T9/1, T9/2 and T9/3 were all modelled full size in wood and metal, each growing bigger and heavier in appearance.



Ferry then took his son's 644 T8 model to Reutter's and had detailed drawings made, from which a full size model could be created.

DESIGN ORIGINS OF THE PORSCHE 911**Continued**

By 1961 it was clear that Butzi's design was the winner,. A 2+2 fastback on a 2100 mm wheelbase, although still only modelled at 1/7.5th . A full size metal and wood display model of the T8 with a longer wheelbase of 2200 mm was built in 1962, newly designated Type 901.



With the body shape and design details virtually finalised in 1963, the considerable engineering resources of Porsche were applied to specifying and integrating major components; engine, transmission, suspension, fuel tank, steering, cooling.

An early 901 prototype was road-tested, suitably disguised (as Porsche still does today), nicknamed Die Fledermaus (The Bat), painted German army olive drab.

(Photo right).



Although a fully engineered prototype could not be produced in time for the 1963 Frankfurt Automobile Show, a near-final design 901 could be publically displayed. As we know, Peugeot claimed that they had exclusive rights to 900 series names with a central zero, so the 901 Porsche became the 911 just in time for the Frankfurt Show. Ironically, in 1964 Porsche used the 904 designation for its superb sports racing car!

DESIGN ORIGINS OF THE PORSCHE 911

Continued

To give you an idea of the scale of the 901 project, here's a photo taken in 1963 of the complete team at Porsche.

Probably the most important engineering feature of the new car was Ferry Porsche's decision to move away from the 356's four cylinder pushrod engine and design a completely new 2-litre six cylinder engine with an overhead camshaft for each bank of three cylinders.

For quietness and reliability, Reynolds chains (the world's best at the time) were adopted to drive the camshafts. An axial flow fan was designed to replace the radial flow fan of the 356, with the alternator mounted co-axially in the same housing.



Engine design:
1. Ruff, Karl (chief of production engine design) 2. Hetmann, Richard (chief of transmission design) 3. Jäntsche, Leopold (engine designer) 4. Stotz, Erich (rear suspension designer) 5. Binder, Robert (production engine designer under Jäntsche) 6. Hofmann, Rudolf (front suspension designer) 7. Herzog, Hans (logistics, parts lists) 8. Hönick, Hans (Formula 1 engine designer) 9. Reimspiess, Franz Xaver (chief designer)

Body:
10. Kühn, Alfred (logistics within design department) 11. Bauer, Theo (body design within Reutter) 12. Klie, Heinrich (designer, model department) 13. Tengler, Edgar (parts procurement) 14. Beierbach, Walter (works manager at Reutter) 15. Komenda, Erwin (chief of body development) 16. Albrecht, Wilhelm (chief of purchasing) 17. Sturm, Gottlob (chief panelbeater) 18. Schröder, Gerhard (designer) 19. Mozelt, Karl (designer)

Experimental department:
20. Metzger, Hans ('experimental,' racing engine design) 21. Weyersberg, Ernst (planning) 22. Knoerzer, Kurt (road test department) 23. Metzger 'senior', Karl (work planning, calculation in Werk II) 24. Martens, Hans (planning) 25. Bott, Helmuth (road test department) 26. Schneider, Adolf (leader of experimental shop) 27. Linge, Herbert (road test department and racing driver) 28. Schilling, Karl (leader of experimental purchasing department) 29. Storz, Eberhard (leader of all engine experimental work, production as well as racing engines) 30. Rombold, Helmut (leader of road test department) 31. Tomala, Hans (overall technical direction) 32. Piech, Ferdinand (engine testing department) 33. Porsche, F.-A. (chief of model department) 34. Porsche, Dr. Ferry (chief).

The cast aluminium crankcase was split vertically along the crankshaft axis, supporting seven main bearing shells, the whole held together with through bolts. Steel rods connected the crankshaft big ends to cast aluminium pistons. Three Solex single choke overflow carburettors were mounted on a common base plate for each bank of cylinders. The first version of the engine, Type 901/01, developed 130 hp at 6100 rpm on a 9:1 compression ratio. A Fichtel & Sachs clutch connected the engine to a five-speed trans-axle also housing the differential.

By using a MacPherson-type front suspension and longitudinal torsion bars, the widest possible luggage space was created. Semi-trailing link geometry was used for the rear suspension, with transverse torsion bars, again creating more room for the largest possible rear "jump" seats.

In final form the re-named 901 became the 911 we know and love.

So how did this elegant design, now so highly prized (and priced) by collectors, evolve into the muscular "Poster-boy" 911, the 930 Turbo of 1975? You'll have to wait!

That's the subject of Chapter II of this fascinating story, to be published in the next issue of Flat Chat.

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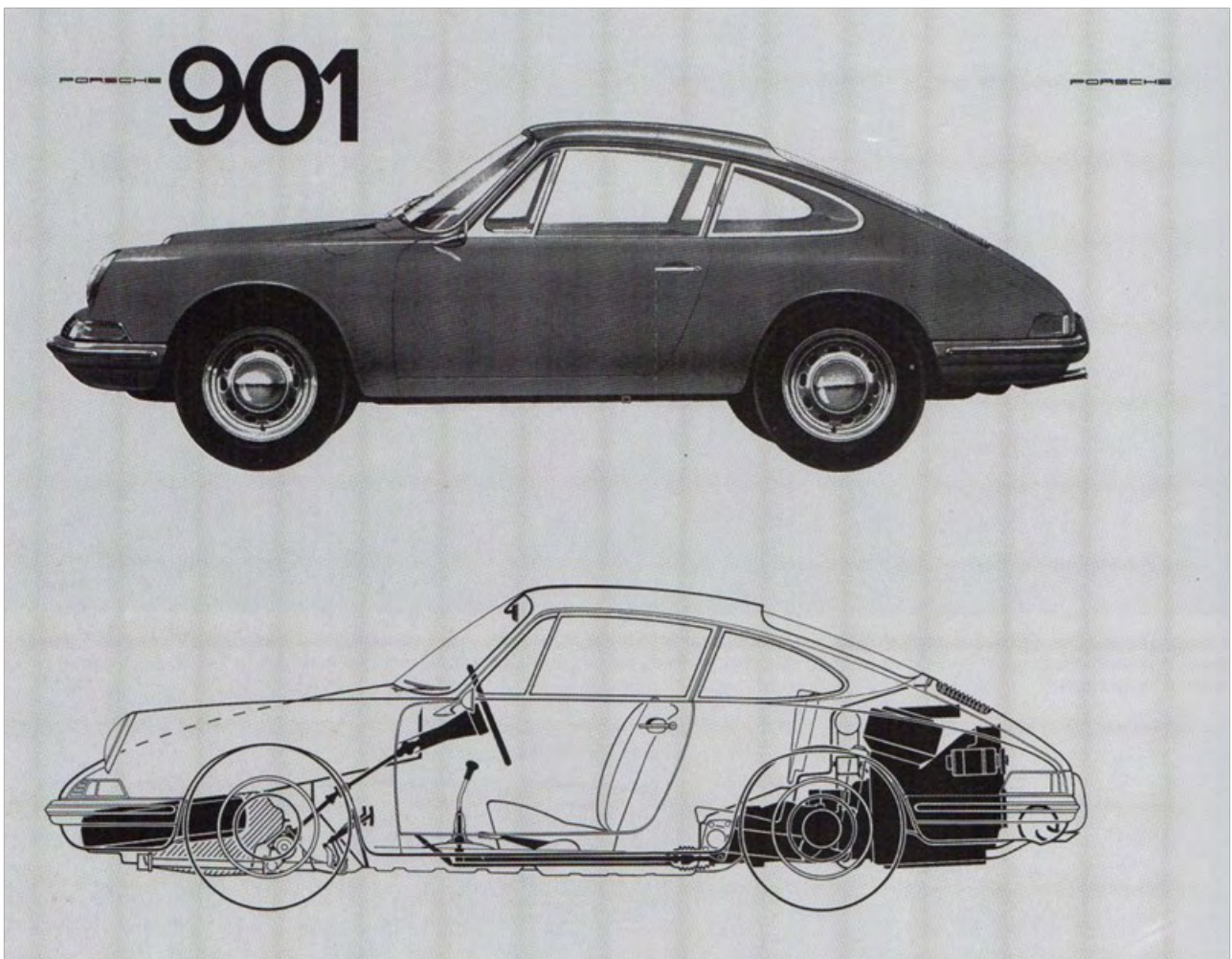
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Andrew Forbes



THE 1952 HALLER TAIFUN

By John Goldsmith

No, despite the tail fins and bullet nose this is not an American automobile. In fact it is a Porsche, to be precise a *Porsche 952 Haller Taifun*. A rare vehicle, it is difficult to find any information on it at all. It is possible the Haller Taifun was a one-off special, but it equally could have been manufactured in low numbers.

It was reported in the 1953 *Trend* publication *Dream Cars* that this vehicle was a German built custom model with a supercharged Porsche engine - however other sources claim it had an *Okrasa* version of the Porsche or VW engine. *Okrasa* was a company which produced specialty and performance engines and parts for these vehicles and is still in operation today. The name "Taifun" means typhoon and was perhaps used to describe the car's expected performance.

The design of the Haller Taifun was by *Rudolf Haller*, a speedboat and aeroplane builder. *Popular Mechanics* magazine in October 1952 made the following observations: "Its rear fenders providing the ultimate in the current fin styling, an ultra streamlined German car is said to be capable of more than 125 mph. Four exhaust pipes provide a rocket-ship effect in the rear."

It is powered by a supercharged 40 horsepower engine and was designed by Rudolph Haller, former airplane and speedboat manufacturer in Munich". Another magazine, *Speed Age*, put the Taifun on its front page and stated in the article that the car "included a house bar and almost 20 gauges on the dashboard".

Despite the car's rarity, somehow one reached the USA and ended up in a Detroit used car yard at some later stage. I wonder what happened to it after that and if it still exists? Despite the car's German origins, the photos shown of it here in the Detroit used car yard, presumably in the 1950s, show a Studebaker resemblance in the back window as well as the nose, and some weird GM concept car style around the rear. Those quadruple tail pipes look pretty aggressive!



THE 1952 HALLER TAIFUN

Continued



Our thanks to John Goldsmith, archivist of the Post Vintage Car Club of Tasmania and editor of their monthly newsletter "Wheels Within" who unearthed the details of this most unusual Porsche (?) and kindly granted permission for us to copy the story from a recent issue of the PVCC club magazine.

Ed.

TARGA TOUR 2018

By Andrew Forbes

There are several ways you can enter Targa Tasmania, as a full Competitor, as a Rookie or as a Tour(er).

The first requires driving and navigating skill, rally experience, pace notes, extensive car preparation and a sizeable budget. The second requires driving and navigating skill, minimal rally experience, pace notes, substantial car preparation but a more modest budget (the entry fee is lower). The third requires driving skill, ability to follow a road book, no rally experience, basic car preparation and half the full entry fee. Considering the three options carefully, my son Duncan and I decided to enter the 2017 Targa Tasmania Tour based on a modest budget, moderate driving skill, and first hand reports from PCT members Michael Borch and Chris Wilson, who entered in 2016 and had a fantastic time in Michael's GT2.

Things did not turn out well... Oh yes, we had a great first day, but on the second day, my GT3 RS suffered a mechanical problem, which took a day to fix. Some universal joint bolts worked loose and the diff ended up connected to the left hand rear driveshaft by only one bent bolt, so that meant we missed Day 2. Luckily though, we had a one-man service crew who relished the task of actually having something to do, so it was all back together with six new bolts on the morning of Day 3. Duncan and I caught up with Tour at the lunch break in Railton and proceeded to have a great run on the Sheffield and Cethana stages.

Then things went downhill (in both senses of the word). I elected to drive the Castra stage, and came unstuck (literally) at the bottom of Spellman's Hill.

Exiting the bridge across the Wilmot River we hit a very solid concrete culvert and looped backwards into the bracken, luckily missing a power pole.



The Tour organisers tell you in the Driver's Briefing that if you have a crash on a stage, you will have to wait until the rest of the Tour cars and all of the Competitors have passed through, then the tow truck will arrive and take you to the "Depot" (euphemism for what looks remarkably like an auto salvage yard), in our case, Burnie.

You have several hours to contemplate your driving error while waiting for the truck to arrive, compounded by sitting in your car on the back of the tow truck all the way back to the depot. You also have time to practice how best to tell your wife that you just crashed your collectable/future classic GT3 into the bracken!

Not an easy task.

TARGA TOUR 2018

Continued

As Duncan said at the time, “Dad, you just have to get back on the horse”. Fast forward to April 2018, and there we were again at the Launceston Country Club with a fresh car, my 981 Boxster S (the GT3 meanwhile undergoing expert repair at Charlie Battisti’s in Melbourne) and a renewed determination to enjoy the Tour *and* finish in one piece!

For those who may not have read the Supplementary Regs for the Targa Tour, let me sketch the basics.

It is a tour, not a race. You get up very early every morning, get breathalysed (must be 0.00%) and tour to the start of the first stage. You join your Tour packet of similarly paced cars, perhaps 8 or 10 in number, each with a driver and co-driver/navigator.



Your packet leader (an experienced rally driver) leads you to the start line of each closed road stage, then you are flagged away by Targa Officials. You tell yourself sternly that “this is not a race”, then you put your foot down anyway.

Oh, the sound of a flat six in full song, your PDK making near-instantaneous shifts as you gather momentum and rocket up the road, aiming to keep up with your Packet leader... bliss! Wait a minute... didn't the rules say you are not to exceed the posted speed limits? Yes, but unlike the Competitors, you are not equipped with a Rally Safe logging device, so who knows how fast you are going? Only your Packet leader, and he seems to be disappearing over the crests and round the bends with remarkable abandon. Oh well, I suppose I'd better keep up, because another thing they tell you is “don't fall behind and slow everyone down, as we all must clear the stage before the Competitors can start”. With 120 cars in the Tour, it pays to get a move on.



TARGA TOUR 2018

Continued

I'll admit to being a bit nervous the first day, because of last's year's unhappy ending, but Targa is designed with some less demanding stages early on, to get you and your car warmed up. George Town, a street stage, proved fairly tricky, as neither Duncan nor I are accustomed to going flat out in town, and using the whole width of the road to negotiate 90 degree corners. The corners come up in very quick succession, and at this point we realised how wonderful the PSM (Porsche Stability Control) is. Unless you are actually better than you think you are, DO NOT turn this off! It caught a couple of incipient slides beautifully, and we reached the end of the stage grinning.

Day 2 was a complicated set of stages in the mid-north coast, the names of which are etched in Targa history, Nook, High Plains, Sheffield, Mt Roland and more. Duncan had a fantastic drive of the long Mt Roland stage, and for the second day in a row, it was dry. Great for building some confidence in the car and driver, as I navigated using the official Road Book.

Unlike highly detailed pace notes, the Road Book is a distance-based set of Care and Caution points along the stage. Distances are accurate to 10 metres, and the cautions are graded from one! to three!!! exclamation marks both in the book and on prominent boards just before the hazard. Very useful, as they greatly reduce the number of surprises along the stage.



Descriptions of the Care features are cryptic, but we soon got used to calling them with a countdown of a couple of hundred metres, eg. "Crest (in 200) then RGL then RGRL", meaning the road Crests in 200 metres then Road Goes Left then Road Goes Right Long.

Day 3 was a big loop around the Northeast, incorporating three lovely stages, the Sideling, Weldborough and Elephant passes. Duncan did the first two masterfully, and I chose Elephant Pass, because I was under the mistaken impression that cycling up and down it a few times, as I have done over the years, would somehow have imprinted every twist and turn, every hairpin and open curve, into my brain. Wrong! They are an awful lot tighter and scarier than at cycling speed. Nevertheless, I booted it up the hill, not even stopping at the Pancake House, and finished with a nice burst of speed along the flatter top section.

Day 4 was my chance to exorcise the *Ghost of Castra Past*. Duncan took the morning stages, starting with Cethana, which is Mr Roland (27 km) in reverse plus an additional 11 km, so a demanding distance to concentrate and still drive quickly. We swapped drivers for Castra, and I drove a wee bit more carefully than last year.

TARGA TOUR 2018**Continued**

Castra started with a stretch of loose chip-seal, so we all drove slower in consideration of showering flying sharp stones at each other's cars. The steep descent was back on properly sealed road so we could take that much quicker, but as we passed Spellman's Bridge, I slowed and waved respectfully to the culvert and bracken where we had spent so much time previously. Phew, job done! We arrowed up the hill the other side and high-fived each other at the finish.

After lunch in Burnie, the route took us to Hellyer Gorge (not Hellyer's Road, that's a whisky distillery) and Rosebery, finishing in Strahan. For the first time in four days and 21 stages, I couldn't make sense of the Road Book notes for the Rosebery Original stage. After calling a couple of corners wrongly, I admitted to being thoroughly confused, and Duncan had to follow his nose instead of the Book. It turned out that Targa officials had shortened the stage by 11 km, skipping the Mt Black section, but neglecting to tell us. Just as well that we weren't totally reliant on the Book!

Day 5 was dry for the fifth day in a row, so what could have proved to be very "slippery when wet" stages of Strahan, Queenstown and Mt Arrowsmith, were in fact just plain fun. Obviously the Porsche Tour leader was having a bit too much fun as he ascended the "99 bends" out of Queenstown, and we passed the Cayman nose first in a ditch... oops! More chip-seal road surface called for some caution early on in Mt Arrowsmith, but the Tarraleah stage was a dream. Beautiful smooth blacktop, wide road and lovely curves. The best of the day. Finally, through Molesworth and Grasstree Hill we were back in very familiar territory and could relax a little.

Day 6 was short and sweet, and Duncan knew the stages around and across the Channel area very well, having driven them in his "hot hatch" youth with his driving buddies many times both day and night. Oyster Cove was his favourite, and mine too... just sit back, call the corners and enjoy the quick, sure-footed ride. I had the privilege of driving the last stage of the Tour, Longley, which I did carefully in order to finish, and finish well. The feeling of driving back through Hobart and into Princes Wharf No. 1 was fantastic. The ceremonial big red gate was a very welcome sight, and the kiss from Carolyn (my wife, NOT the girl handing me a finisher's medallion!) was well received and, I think, well deserved. We'd done it!

One very special feeling was doing the Tour with Duncan. Putting myself and my Porsche in Duncan's hands (knowing what can go wrong in an instant) was equally rewarding, and if I had any doubts about his ability as a driver, they were erased on Day 1. In normal everyday driving, you stick to your lane, stick to the speed limit and drive defensively. In Targa, whether in the Tour or Competition, you can use the whole road, stretch the speed limit and attack the curves vigorously. Duncan proved to do all three very, very well, and as navigator for many stages, I was happy to place complete trust in his capabilities.

Trust repaid in full!

Andrew Forbes

PORSCHE 928 ENGINE REBUILD – 1983 4.7 S

By Adam Foxton

My recent good run with my car (finally getting it to run properly and showing it's full horse power – gee does did it go!) came to an end.

I was out getting petrol for it, cruising slowly into the local servo, when it just cut out and died! I attempted a re-start, nothing. Tried again , and it fired back into life with an awful rattle, then promptly stopped – locked solid. Not good!

After a rather convoluted exercise to get my car home, starting with the fact that I had parked my other car behind my wife's, while I had the keys with me (oops!) I finally got the Porsche home and parked it in the garage – where it stayed while lots of pondering was undertaken to determine what had happened.

I borrowed a bore scope and started to look in the bores via the spark plug hole. The first five I looked into were fine, then No. 7!

Firstly there was evidence that something had hit the spark plug, hard! Then there is what you see on the top of the piston. That definitely should not have been there, and there was also a nicely contorted valve.



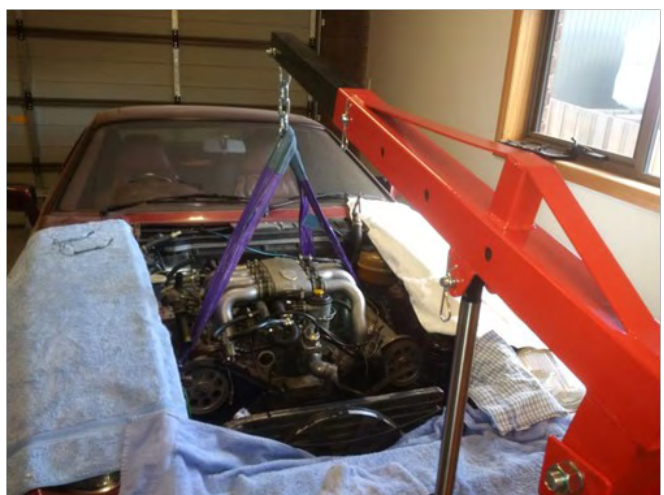
The next stage was to remove the head to determine the full extent of damage. I was hopeful that the bore was not too deeply gouged. This is where the first “difficult” part came. Getting a cylinder head off a 928 while the engine is in place is mighty difficult!!

None of the bolts that hold on the camshaft cover/ box on the exhaust side are visible, so fumbling around for quite some time I removed them all and then the retaining bolts on the inlet side are deep within the actual cover and also impossible to find. Design genius at work! Anyway, after all that I still could not get the cylinder head to budge.

Work was shelved while waiting for a mate came up with and engine crane. That never eventuated, so I bought one! (*Good to know where we can now borrow one!* - Ed). Over a few weekends I got the engine ready for removal.

There is a lot to remove, and most of it is hard to gain access to – have a look inside a 928 engine bay – a small space in which to fit a BIG engine!

Finally I was ready. Not sure it was a smart move, but I tackled the removal solo. It took several hours to actually get it out, it is a very heavy engine and the new engine crane was at its maximum for reach and weight. But I did finally have it out!



PORSCHE 928 ENGINE REBUILD – 1983 4.7 S

Continued

I was now mad keen to get the left cam cover and cylinder head off!

This is when I found one extra bolt holding the cam cover on! It was different to all the rest which did not help. Anyway, there was a bit of shock when I removed the cam cover. The intake valve was clearly missing from number 7, which was expected, but the outer valve spring (they are double) was broken clean in half!



Neatly broken in two and a space where it should be. Thankfully the valve had broken in such a way as to slightly deform the shaft keeping the valve collar and washer neatly in place. Who knows what extra damage they could have done floating around the innards of my engine!

So far it had taken me a few months to get to this far with progress, with pesky stuff like family life and work getting in the way.....

All along I had a budget for what I thought I should be able to do all this for, and there were many offers of insight into what a Porsche 928 *should* cost to rebuild.

(I am still very confident that I can prove all of them wrong).

At this point (or it could have been earlier) I started looking for options.

First on my list was a replacement engine.

I found a short engine on Ebay in Australia that most likely could have been perfect, in the time that I contacted the seller and asked for more information (he did reply saying he would get to me) he sold it!

Next option was a complete engine. These are fairly hard to obtain but I found one in Adelaide. It all sounded good, with very low km.

PORSCHE 928 ENGINE REBUILD – 1983 4.7 S**Continued**

Then I found out it was a Japan import engine....

Japan and the US got low compression and low horsepower engines (via dished pistons, smaller valves, mild cams and smaller ports) making this engine unsuitable unless I wanted to lose 60 bhp. I then looked at what is called a 5.0 litre hybrid (no batteries required!) that comprises the short engine of a pre S4 5.0 litre quad cam engine. Due to the low compression of the 1986 Australia version (via pistons) the only one suitable for this is the US 1985/86 model 5.0 litre.

OK. So I located one of those fairly easily and at a reasonable price of \$750 US! I then looked into freight and what it would cost to get the engine to me. Many hurdles were put in my way in this process. The engine seller wanted \$400 to put it on a pallet and take it to freight company (across town) and the freight company would not see Hobart as an international port so would only deliver to Melbourne. \$450 from Los Angeles to Melbourne is fairly cheap. Then \$500 from there to Hobart is not!

By the time you add GST and import duties and convert it all the \$750 US short engine is close to \$3 000 and it is still an unknown quantity inside.

I pondered this option for a long time trying to make it work as the benefit of the 2 valve heads and intake on the 5.0 block makes a decent increase in power, most say more than an S4 – that's a 30 to 40 HP increase. Ultimately though, I decided to rebuild what I had and then I would know exactly what I have.

The more I looked , the more I found , and I saw that there is a lot of misinformation out there.

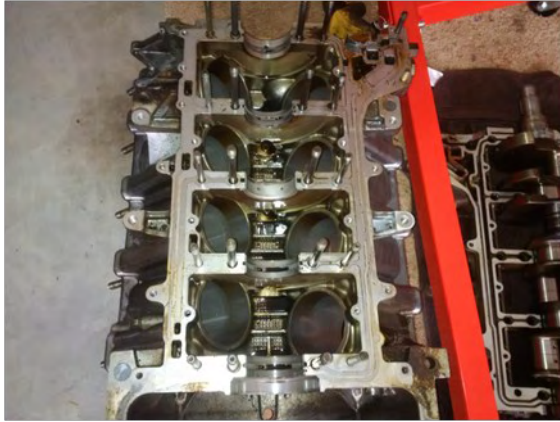
First things is that most internet "experts" will tell you that a damaged 928 block is throw away material. At first I believed this and even started to look to get my block "recoated" with Nikasil etc. With further investigation I determined that the 928 block, and various others from Porsches past (and present), are made of Alusil (and not coated at all). This is aluminium mixed with about 20% silicon particles. The aluminium is etched/ polished away as the final step, and this is what the piston and rings make contact with – a great method and it will last for a very long time. Unless a foreign object damages it!

I now progressed along the lines of getting my engine apart and seeing how to go about rebuilding it. Porsche themselves offered two oversize pistons of my 928, 0.50mm and 1.00mm (standard is 97mm with 97.5 and 98.0 the options) and this is the first avenue I researched. There were some of these oversize pistons left around the world with prices varying widely. I also looked into the custom piston route, getting new pistons made to suit whatever sized bore I ended up with. Think big money for this option. I hunted around and found an engine rebuilder in Hobart that I trusted and have used in the past, with the intention of buying a full set of 98.00 mm genuine pistons and boring my block to suit. (Most do not know the correct way to bore/ hone/ silicon lap an Alusil block so were not interested). I had roughly measured my gauge at just under 0.5mm , which was perfect, but I needed to confirm this before I could progress further.

PORSCHE 928 ENGINE REBUILD – 1983 4.7 S **Continued**

I also discovered that somewhere along the way someone had installed a later 1985 head on my engine along with some odd valves (no, not the one that broke!), which meant that I had slightly different shape combustion chambers. This would also need to be looked into!

I finally got down to a bare block.



It was during this process that I also discovered that No. 2 and No. 6 big ends had quite severe wear, and a lot of excess heat. Add that to the list, and would the crankshaft or the two connecting rods still be usable?

One morning I went off to the engine builder. First thing, he measured the bore gauge, just a smidge over 0.5mm so the 98.0mm pistons would not suit. Bugger!

We got talking and a sleeve or liner was discussed, and he was happy to try this route as he had done it before, along with the fact that the rest of my engine was in very good condition and all the other pistons could simply go back in. I had found out about Alusil liners a few weeks before, but after researching it thought that no one in Tasmania would be able to do it properly!

So now I finally had a rebuild path and left it with him. First he was to measure and test the crank to see if it needed just polishing or full grinding. Meanwhile I looked into the many parts that I needed along with trying to find a cylinder head.

No cylinder heads could be found in Australia.

I put a post up on an Australian Porsche Facebook page and had a guy from South Africa contact me saying that he had a head!

Wow, I thought I was in luck. I had already found some in the UK but they were proving difficult to deal with/ communicate. Having known of someone who used to reside in that part of the world I thought I would get some inside information.

In steps Leon. He was able to confirm that this guy was indeed legitimate from sources on the ground in the RSA. Just such a shame then that his price was quite stratospheric. Oh well, back to the drawing board on that one!

PORSCHE 928 ENGINE REBUILD – 1983 4.7 S**Continued**

Now is a good time to point out that the help from Porsche people from all around the world has been amazing.

Porsche owners really are a great bunch of people! Paul Tucker lent me his bore scope (among other things), Leon Joubert used his contacts overseas, I have been in touch with a few in the US and they have offered to help me find parts and the same for a guy in Sweden who is also helping, along with several people across Australia.

Apart from the local few I have never met any of these people. We just have a common bond through Porsches! A guy from a Porsche forum in Aus is trying to use his UK connections to get hold of one of the UK cylinder heads for me. Again I have not met him. Someone in NZ is continuing to hunt down parts for me. Most of it will most likely not turn up much, but the level of assistance is astounding!

A few more pics of damaged bits, and my own version of automotive art.



A Porsche 928 is no 911, this is quite obvious, they share no parts. So when one looks for 928 parts/services the options are somewhat limited. Just about all suppliers concentrate on the 911.

A lot of parts that Porsche used to make for the 928 they no longer do, and the ones that they do are very expensive. Not a lot of companies make after-market parts for 928's. For example, you can readily buy standard size aftermarket crank big end and main bearings, which are quite reasonably priced. Oversize bearings, which I now needed due to the crank having more wear than first thought and the heat slightly bending it, are considerably more as you can only get genuine Porsche ones.

The same goes for valve springs. I decided to replace all the valves and valve springs – once bitten twice shy! The cost was starting to climb but I still feel I can do the rebuild close to my budget and for a lot less than most people would expect.

As things are now, I have a firm and definite path forwards. The task of obtaining all the pieces to my puzzle is the current main objective....

More to come!

Adam Foxton

PORSCHE HAS HAD A RECORD BREAKING TIME RECENTLY

By Rob Sheers

The Porsche 919 Le Mans and World Endurance Championship (WEC) winning car was let off the leash recently and, in unrestricted “Evo” form, it broke Lewis Hamilton’s F1 track record at Spa – very impressive.

And the story goes on - recently the “Evo” has been seen at the Nurburgring!

Find below a link to the full story on the 919 “Evo” record around Spa: newsroom.porsche.com/en/motorsports/919-hybrid-evo-spa-francorchamps-track-record-drive-neel-jani-15184.html

The new GT2RS has smashed the Nurburgring lap record for road cars even beating the 918 hyper car time!

Find below a link to a related article and official video at (which is a great ride!): motorauthority.com/news/1112935_2018-porsche-911-gt2-rs-sets-record-647-3-nrburgring-lap-time

And last but not least the new GT3RS has again bested the lap record for normally aspirated cars at the Nurburgring besting the time of the old model by 24 seconds!

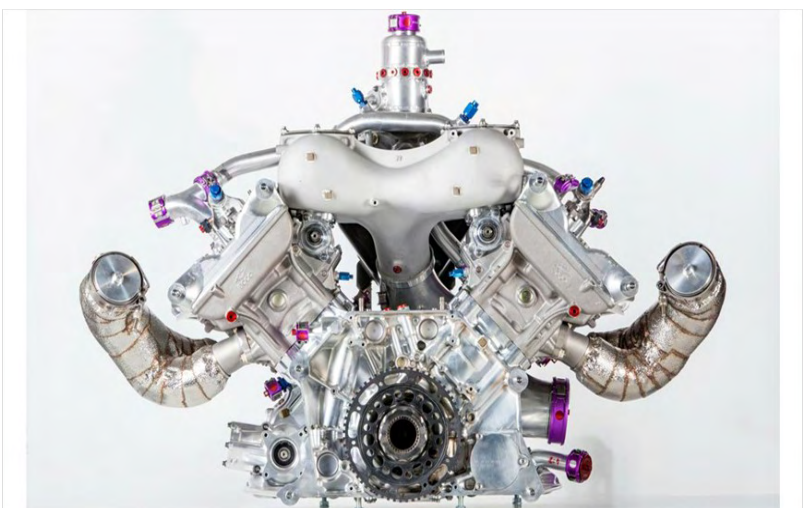
Again find below a link to a related article and official video (another great ride and the sound!): newsroom.porsche.com/en/products/porsche-911-gt3-rs-nuerburgring-nordschleife-lap-time-below-seven-minutes-normally-aspirated-engine-green-hell-kevin-estre-lars-kern-15250.html

The noisy end of the 919

Until recently there was very little information available regarding this very special and highly successful race car. We knew it was hybrid powered (by a small turbo V4 cylinder engine and electric motors) but there was very little information or photos available of the vital bits and pieces. Only very basic technical detail had been available until recently.

The 919 is a very complex machine designed to go very fast but with ultimate efficiency.

The World Endurance Championship is all about going fast and far using the least amount of fuel. Regulations for this series limit the amount of fuel energy that can be used by lap. Engines in these vehicles are designed and tuned to be ultra efficient and not so much for ultimate power. The addition of the electric motors from the hybrid side helps with overall vehicle power.



PORSCHE RECORD BREAKING

Continued

Just focusing on the 919's internal combustion (I.C.) engine (the noisy bit) we find a fascinating compact 2 litre turbocharged V4.

In WEC form it produced around 500 horsepower at 9000 RPM. In "Evo" form unleashed and tuned for power rather than efficiency it makes about 720 horsepower. The engine has 90 degree V between cylinder banks (large), 4 valves per cylinder, direct fuel injection and one large Garrett turbocharger.

Because this engine was designed to be ultra efficient, heat management and combustion process were high priorities.

Most I.C. powered vehicles have engines and cooling systems designed to transfer much of the heat energy produced from combustion into the atmosphere. Looking at the pictures and the technical information available the 919 appears to be designed to limit heat energy loss and retain as much heat as possible to be recycled through a turbo energy recovery unit. This requires some very tricky design and engineering of the cooling system and combustion processes.

While the combustion process has developed a long way since Karl Benz's first engine, the one thing that hasn't varied a lot is the air to fuel ratio (Stoichiometric ratio).

The ideal Stoichiometric ratio (air to fuel) for I.C. engines has been 14.7 for a very long time. There have been adventures with "lean burn" engines while most competition and very high performance machines have tended to run slightly lower ratios of air to fuel.



A higher ratio of air to fuel (lean) generally means higher combustion temperatures and possible heat related problems (burnt valves etc.) while lower air to fuel ratios (rich) cause high consumption and soot issues.

I suspect the 919 has been bending the old long standing Stoichiometric standard to enable efficiency that was not possible not so very long ago. Hopefully this advanced technology will be passed onto production cars in the near future.

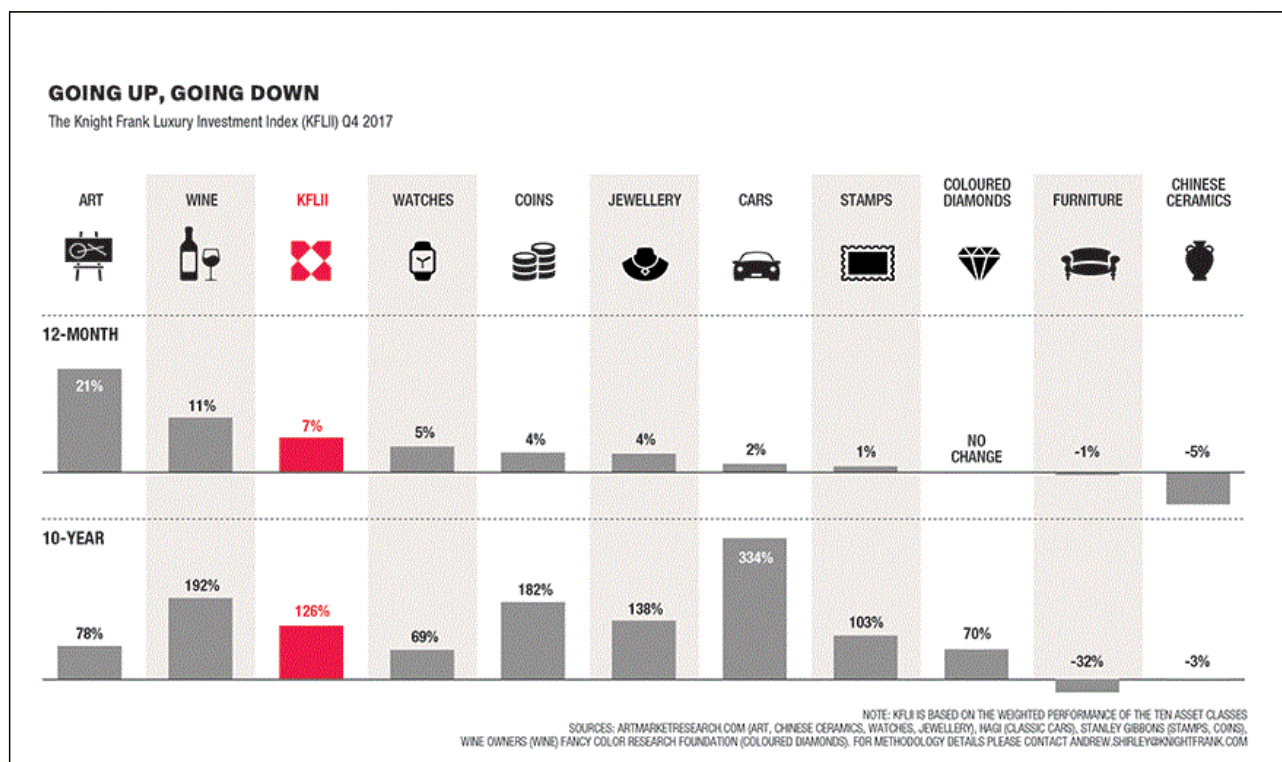
There is of course much more to the incredible 919, but that's another story.

Rob Sheers

HOLD ON TO YOUR OLD PORSCHE

The illustration below is from the Knight Frank Luxury Investment Index as at the end of 2017. For classic car lovers the message is simple. In terms of weighted averages, classic cars were by far the best luxury investment over the past decade.

As if to confirm that, the most recent record breaking price was a reported \$70-million US paid for a 1963 Ferrari 250 GTO.



POOLEY WINES FLAT CHAT CONTRIBUTOR AWARD

We are very pleased to announce that Pooley Wines has offered to provide a prize of a bottle of Award Winning Pooley wine to the "Flat Chat" contributor whose letter, article or photograph is regarded as the best contribution received in every issue of "Flat Chat".

Adjudication will be done by the Club President and the Editor.

Our winner in the April 2018 issue was Paul Tucker for his fascinating article about the origins and history of the very first Porsche sports cars.

The winner of a the Pooley Wines prize in this issue is Andrew Forbes for continuing the history and origins of Porsche sports cars in this, the 70th birthday year of the founding of the marque, with the design and birth of the 911.

Thank you, and congratulations.

Please contact John Pooley to arrange to collect your prize.



NEWS SNIPPETS

.PORSCHE NAMES ITS FORTHCOMING ELECTRIC CAR

Series production of Porsche's first purely electric car is set to begin next year.

The vehicle has now been given its official name: The "Mission E" concept study, the name currently used to describe Porsche's complete electric offering, will be known as the Taycan.

The name can be roughly translated as "lively young horse", referencing the imagery at the heart of the Porsche crest, which has featured a leaping steed since 1952.

Porsche will also be participating in an electric car racing championship from next year, while still competing with conventional cars in the World Endurance Championship as reported elsewhere in this issue.

PORSCHE PRESENTS SPEEDSTER CONCEPT AS THE 991 RUNS OUT

Porsche has presented a 911 Speedster Concept as part of the official '70 years Porsche sportscar' anniversary celebrations in Zuffenhausen.

The concept study offers a glimpse of a potential series-production version, although this model may not be presented until 2019. A decision on whether to move ahead will be made in the coming months.



The Speedster Concept is based on GT running gear.

PORSCHE IN TRANSITION TO NEW EU EMISSION RULES

"It is true that, currently, it is only possible to order through a Porsche dealership, rather than online. The transition to vehicles being fitted with a gasoline particulate filter (GPF) has resulted in limited configuration options. There is also very high demand.

As part of the transition, there will be a phased introduction of the model derivatives.

Starting in September, selected models from the 911 and 718 model lines will be available with a gasoline particulate filter. The 911 4 GTS with all-wheel drive and PDK will also be available in three body shapes from the outset – as a Coupé, Cabriolet and Targa. Alongside the 911 4 GTS derivatives, the new technology for gasoline particulate filters (GPF) will be implemented into the 718 basic and GTS models and then into other model lines." Porsche AG.

NEWS SNIPPETS

As the 991 enters run-out, and the 992 gets ready for introduction, CAR magazine recently offered this useful reminder of the diversity of the 991 range as sold in the UK.

It's an amazing and very delectable choice of 911 variants isn't it?

911 CHOOSER

11: ALL THE FLAVOURS (AND HOW THEY TASTE)



> Carrera <
Price £77,897 **Power** 365bhp
0-62mph 4.6sec **Top speed** 183mph
 Purest and least pricey of modern 911s is usefully quick thanks to turbo power. Choose from 7-speed manual or PDK auto.



> Carrera S <
Price £87,335 **Power** 414bhp
0-62mph 4.3sec **Top speed** 191mph
 Porsche's most popular 911 gets more power and kit than regular Carrera, including 20-inch rims and an LSD (or e-LSD on PDK cars).



> Carrera Cabrio <
Price £86,732 **Power** 365bhp
0-62mph 4.8sec **Top speed** 181mph
 I'd still pick the Cabrio last for your 911. It's still a team but the rock-solid structure and rigid roof mean it's a decent drive.



> Carrera 4 <
Price £82,877 **Power** 365bhp
0-62mph 4.5sec **Top speed** 181mph
 C4's £5k premium brings wider arches as well as front driveshafts. Less boot space, but it's more boot-able in bad weather.



> Carrera T <
Price £85,576 **Power** 365bhp
0-62mph 4.5sec **Top speed** 182mph
 Shorter gears, LSD, thinner glass and rear-seat delete? This Carrera has GT3 aspirations. Buy it over more powerful Carrera S.



> Targa 4 <
Price £91,718 **Power** 365bhp
0-62mph 4.7sec **Top speed** 179mph
 Fastest and slowest of all 911 body styles, but the way Targas weren't for years, the electric roof is trick. All-wheel drive only.



> Targa 4S <
Price £101,162 **Power** 414bhp
0-62mph 4.4sec **Top speed** 188mph
 Gets the same power hike as the Carrera S (and given the beer gut, it's even more welcome). Like all Targa models, awd-only.



> Turbo <
Price £128,692 **Power** 533bhp
0-62mph 3.0sec **Top speed** 198mph
 The original everyday supercar. Ferrari-fast; Fiesta-useable. Coupe or Cabrio, but always PDK and awd. Sounds dull; doesn't feel it.



> Turbo S <
Price £147,540 **Power** 572bhp
0-62mph 2.9sec **Top speed** 205mph
 Extra £20k over Turbo buys standard ceramic brakes and centre-lock wheels, plus driving rights to some serious stats.



> Turbo S Exclusive <
Price £186,916 **Power** 599bhp
0-62mph 2.9sec **Top speed** 205mph
 'Gimme a 911 Turbo and hold the... absolutely nothing!' Carbon-crusted 911 with just shy of 600bhp isn't for the shy and retiring.



> Carrera GTS <
Price £95,795 **Power** 444bhp
0-62mph 4.1sec **Top speed** 193mph
 Sweetest of the lot, GTS gets power and suspension upgrades, wide shell, alcantara trim. Coupe, Cab or Targa, rwd or awd.



> GT3 <
Price £111,802 **Power** 493bhp
0-62mph 3.9sec **Top speed** 196mph
 Naturally-aspirated 9000rpm screamer with manual or PDK gears. De-wing it for the Touring pack for a cut-price 911R.



> GT3 RS <
Price £141,346 **Power** 513bhp
0-62mph 3.2sec **Top speed** 194mph
 The old one was 2015's greatest sports car. New one is big on power and aero, short on pedals (it too is PDK-only).



> GT2 RS <
Price £207,506 **Power** 690bhp
0-62mph 2.8sec **Top speed** 211mph
 Nine-eleven does supercar – especially at the Nordschleife, where this is the turbo-powered rear-drive weapon to beat.

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WHAT BUTZI THINKS

I've had concerns for some time about the "Nurburging syndrome". Cars that are more designed and set up for doing well around the Nurburgring rather than the open road. It's fine for track focused machines like our GT3RS , but not ideal for road cars.

The more track focused a car is, the more compromised is its in road ability - with poor suspension compliance (hard ride/limited travel), low ground clearance and large wheels with low profile tyres that reduce a vehicles' useable bandwidth.

This is less of a concern with Porsche. There are some very track focused 911's - as the 911 GT2RS and GT3RS prove, but equally there are many models that behave nicely on normal roads. Just be informed when selecting your new Porsche!

I recently visited some of your Targa Tasmania rally. It is so good to see many of our cars taking part in the touring and competitive sides of this famous event. But it also brought to mind some of my concerns about modern vehicle dynamics.

There was one corner with a dip close to the apex which caught many vehicles out. Lots of bottoming, scraping and generally poor behaviour. And some of our own cars didn't handle it well either, though a couple of older "G" series 911's went through fine. Many sports cars are too track focused with limited ability to handle everyday road conditions. The combination of low ground clearance, short suspension travel, poor compliance and very low profile tyres limit their ability to handle less than perfect road conditions.

At this mildly challenging corner many contemporary sports cars had problems. The best drivers tended to take a better line , mostly avoiding the dip. When the police came through at the end of the stage in their Subaru I thought they should handle well but they looked very uncomfortable. The real surprise was the official course cars – Holden Commodore estate cars (known as station wagons in Australia). They were driven with enthusiasm and handled this challenging piece of road very well. I understand they are no longer made in Australia but will get our factory to track down the suspension engineers that may be looking for new employment!

The trend to ultra-low profile tyres is a worry. Bigger wheels usually mean less rubber (and air) to cushion road imperfections. Many engineers have concerns with the trend to ever bigger wheels. They have to work so hard on suspension systems to retain some ride comfort. The stylists now seem to have more power than the engineers. Mr Dunlop must be turning in his grave. His great invention using air as a suspension medium works so well but we may soon have wheels with just a rubber band like it was in the late 1800's! In Formula 1 there's not a low profile tyre in sight. It seems that the stylists are to blame for the push for ever bigger wheels which ultimately compromise overall performance.

Ferdinand Senior used to say "form follows function" . Now it seems "function follows form" – how times have changed!

freundliche Grüße

Butzi



ADVERTISEMENTS - MEMBERS PAGE



K's for Cancer



Hello all!

I am organising a charity event to coincide with a drive in October with a few Porsche enthusiasts. This is around the beautiful state of Tasmania, taking in all that we have to offer – great roads plus amazing scenery.

We are raising money to go towards Cancer Council Tasmania to help them continue the great work that they do.

More can be found on the facebook page;

https://www.facebook.com/tasdrive/?modal=admin_todo_tour

Or you can also search for *@tasdrive* on facebook .

Donate link is on gofundraise;

<https://personalchallenge.gofundraise.com.au/page/AdamFoxton>

Thankyou for your support.



October 2018

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Porsche Club

Tasmania



APPLICATION FOR MEMBERSHIP

I/We would like to become member/s of Porsche Club Tasmania.

Name/s:

(Please give your full name and (optionally) your spouse's/partner's/children's names)

Postal Address:

PostCode:

HomePhone: WorkPhone: Fax:

MobilePhone: Occupation:

Email Address: (for newsletter, event notification, etc)

Note: - if you don't have internet access or require posted out club information, please advise the club secretary.

Porsche -Type: Year: Colour: Reg No:

Joining Fee (1st year only): \$10

Annual Membership Fee: \$110

or.... Pro-rata 1st year Membership Fee*: \$.....

TOTAL: \$.....

*Note: The membership year runs from 1st April to 31st March. Membership fees for new members joining during the membership year are calculated on a monthly pro-rata basis, \$10 per month.

Membership payment:

☐ Cheque - payable to Porsche Club Tasmania, ☐ Direct Debit (internet banking or via bank deposit)

☐ Cash paid in person

Account Name Porsche Club Tasmania

BSB 037 001

Account Number 375727 (Please include your name as a reference for

payment)

CAMS Licence – Porsche Club Tasmania is a CAMS affiliated car Club. If a CAMS Licence is required (for competition events) please request an application form. Membership allows spouse and children under 21 to apply for a CAMS licence and enter Competition events.

Porsche Club Tasmania may publish photos of members and their cars in club publications – if you have concerns regarding photos appearing in club publications please notify the club secretary in writing.

If accepted as a member I agree to abide by the constitution of Porsche Club Tasmania (available on line).

Signature: Date:

Nominated by (PCTmember) Name Signature

Please mail this form together with payment to Porsche Club Tasmania, PO Box 910, Sandy Bay TAS 7006. Upon acceptance of membership by the committee you will be sent a membership card. This may take up to 4 weeks from receipt of your application.



Porsche Club

Tasmania



PORSCHE CLUB OF TASMANIA INC.

2018 ANNUAL GENERAL MEETING & ELECTION OF OFFICE BEARERS

Nominations are invited for the positions of:

1. President
2. Vice President
3. Secretary
4. Events Director
5. Membership Officer
6. Treasurer
7. Club Points Coordinator
8. Northern Representative
9. Web Site Manager (local)
10. Committee Member

Nominations: (Only Financial Members may nominate)

I (Name)

Nominate (Name)

For the position of

Signature of nominator

Signature of nominee

Date

Nominations to Club Secretary: Kevin Lyons via e-mail (kevdyons@gmail.com), preferably by 10th August 2018. Nominations will also be accepted at the AGM.